

FOUR DEAD, 100 HURT IN P. R. R. FLIER WRECK

Faulty Bridge Blamed When
Heavy Train of Pullmans
Topples Over.

NEW YORKERS INJURED

Doctors Work Under Toppling
Car to Saw Out an Im-
prisoned Victim.

PHILADELPHIA, Nov. 28.—Careless rail-
road bridge inspection to-night is de-
clared to be the cause of the death of
four persons and injuries to nearly a
hundred more as a result of the wreck
of the Pennsylvania Railroad at Glen
Loch near midnight last night.

This charge is made directly by Dr.
H. R. Owens, chief police surgeon of
Philadelphia, who was one of the first
persons to arrive at the scene following
the accident. He went on the first
Pennsylvania relief train leaving Phila-
delphia long before daylight this
morning.

The train of nine Pullmans and a
day coach which left New York at 8:30
p. m. Wednesday contained many pas-
sengers from that city, fifteen of whom
were hurt seriously.

The dead are:
BALDWIN, HOWARD L., 2714 Clar-
endon road, Flatbush, New York city,
Pullman conductor.

COLLINS, JOHN E., Pittsburg; pas-
senger.

FINLEY, G. B., Squirrel Hill, Pitts-
burg; passenger.

JONES, EDWIN R., Pittsburg; Pullman
conductor.

The following from New York were
among the injured:

BENJAMIN, G. W., New York, fractured
shoulder, treated at wreck and continued
on way west.

BROWNING, J. H., 122 Chambers street,
New York, fractured ribs, West Chester
Hospital.

DAVIS, SIMON, colored porter, 11 West
17th street, New York, contusions, West
Chester Hospital.

GRIGGS, WILLIAM H., 119 West State
street, Trenton, backsprained, West Chester
Hospital.

GRIGGS, Mrs. WILLIAM H., wife of Mr.
Griggs, bruises and contusions, West Chester
Hospital.

GRIGGS, FORREST, son of Mr. Griggs,
dangerous condition from shock, West
Chester Hospital.

GOLDBERG, CHARLES, 328 East Ninth
street, New York, strained arms, went home.

HUDNUT, MISS RUTH, 1405 Fort Wash-
ington avenue, New York, lacerations
of head and broken nose, serious; West
Chester Hospital.

HUDNUT, Mrs. MARY, same address,
fractured ribs, serious; West Chester Hos-
pital.

JONES, A. R., division engineer New
York Central Railroad, badly bruised and
shocked, contusions Hospital.

KAUFMAN, SOLOMON, 256 West Penn-
sylvania avenue, bruised around upper
portion of body, West Chester Hospital.

MAP, HARRY, a West Ninety-ninth
street, New York, colored porter, con-
tusions, West Chester Hospital.

REYNOLDS, ALLEN B., Poughkeepsie,
N. Y., sprained wrist, continued West.

SANITARY, Mrs. ELIZABETH, New
York, face cut and hip injured; West Chester
Hospital.

WIPPERMAN, R. J., Brooklyn, badly
shocked, West Chester Hospital.

After taking charge of the injured
one of the first things that Dr. Owens
did was to examine the bridge over
which the solid steel car Cleveland and
Cincinnati express crossed just before
the coaches, all filled with passengers,
took the thirty foot plunge over the
embankment, turning somersaults on
their way to the bottom.

Dr. Owens declares that he found that
the abutments of the bridge had sunk
eighteen inches. They apparently had
sunk just as the two monster locomotives
were pulling the train had got on the
bridge. The following day he left the
train and the marks show where they
cut their way over the ties.

The assertion of Dr. Owens is not de-
nied by the Pennsylvania officials, who
issued a statement immediately upon
hearing that the police surgeon had
given what he considered as inside facts.
The statement said that the bridge had
been properly inspected and within a
month.

"In my opinion," Dr. Owens says in
answer to this assertion, "the blame for
the accident lies directly on the State
bridge inspectors or upon the railroad
inspectors, who should have known
what heavy traffic was doing to that
bridge."

As proof that the statement of Dr.
Owens must be taken seriously is the
unofficial assertion of William Mc-
Caleb, superintendent of the Philadel-
phia division of the Pennsylvania Rail-
road, that to his mind the sinking of the
bridge was the cause of the accident.

Other persons who have inspected the
bridge declare that it was badly out of
repair, that rivet holes show where
rivets should have been and that these
rivet holes are filled with rust as proof
conclusive that no rivets have been in
them for many days. The persons who
made these assertions, however, are far
from being experts.

The Government already has taken
cognizance of the wreck and has sent
Chief Inspector Belknap of the Inter-
state Commerce Commission for the
purpose of making report. Inspector
Belknap will go to the scene to-morrow
and orders have been given that noth-
ing shall be disturbed to prevent his
getting at the bottom of the cause of
the wreck.

Of all the stories of the wreck, its suffer-
ing and its heroism the most remarkable
is the story of Alfred Reed Jones, himself,
a railroad man in the employ of the New
York Central Lines, and the manner in
which he was sawed out of the wreck by
three heroic Philadelphia physicians who
stood beneath a portion of a car which
threatened to topple on them at any
moment.

Jones was on his way from New York
to spend Thanksgiving Day with his
parents at Wilkesburg, Pa. He was
asleep in one of the steel Pullmans when
the heavy cars left the tracks and top-
pled over the thirty foot embankment.
Apparently he was unhurt, but when he
tried to find his way out of the over-
turned car he found the car had crushed
in such a way that he was imprisoned.
He could not find his clothes, he could
find nothing with which to make a noise,
so with his bare hands he knocked against
the steel sides of his prison.

After what seemed an interminable
time he was heard by Drs. Wanamaker,
Hill and Lubert, who had accompanied
the first rescue train from Philadelphia.
It was 2 A. M. when they heard the knock-
ing of Jones and it took some time to
locate him. When they did they found
they could not get him out. There was
but one way. The steel of the car had to
be sawed. Quickly the physicians ex-
plained the predicament to Jones.

"Well, never mind just now," Jones
shouted back to them. "I'm fairly com-
fortable, just go and help some of the
more seriously injured."

As Jones was saying this his only cov-
ering was his night shirt and the mercury

was below the freezing point. The three
physicians went on with their work
mercy, and after they had treated nearly
every person needing assistance they
returned to Jones. They told him they
had procured saws and were prepared
to get him out.

"Just take your time, fellows, I guess
I can stand it for a while if it would warm
up a little," he shouted back.

The three physicians went to work,
while above them loomed a portion of
a car that constantly threatened to fall
and crush them. When they had sawed
all they could they got shovels and dug
until their saws would not be impeded.
Nearly all the time Jones kept up a run-
ning conversation with the three men
laboring to release him. He told them
stories for a while, but then he seemed
to become delirious.

At 6 o'clock in the morning the physi-
cians had sawed away enough of the car
to get at Jones. Then they saw that he
was without covering. They wrapped
him up in a blanket and carried him up
the embankment. Cold and pain had
driven him into unconsciousness, but
he recovered sufficiently to demand that
a message be sent to his parents telling
that he was all right and would be home
shortly. Examination shows that his
groin and legs are badly crushed and
it may be months before he gets home,
if he ever does.

Charles D. Hudnut of New York, vice-
president of the American & Way Prison
Company, was on his way to Chicago
with his wife and daughter. He was in
the smoking compartment of one of the
steel Pullmans at the time of the accident.
"We were thrown around as if we were
in a box and some one was shaking it,"
said Mr. Hudnut, who was only slightly
injured. He managed to climb out of the
window and went back over the car, cut
looking for my family. I called and my
wife's voice answered me. Some volun-
teers assisted me in lifting her and my
daughter and they were taken to the hos-
pital. They had been tossed around and both
were dazed out with glass."

Mr. Hudnut said it was remarkable
that death list was not much greater,
considering the way the cars were tossed
around.

GOVERNMENT TO INVESTIGATE

Experts From Washington Go to
Scene of Glen Loch Wreck.

WASHINGTON, Nov. 28.—An inquiry
into the cause of the wreck on the Pen-
sylvania Railroad near Glen Loch, Pa.,
yesterday has been ordered by the In-
terstate Commerce Commission. H. K.
Belknap, inspector in the commission's
safety appliance division, left for the
scene of the wreck to-day. He was
directed to complete his investigation
and make a report as soon as possible.
Inspector Belknap was accompanied by
Glen Loch by Dr. James E. Howard, an
engineer physicist of the bureau of stand-
ards of the Department of Commerce
and Labor.

According to unofficial information
received at the offices of the commission,
the wreck in which four persons were
killed and many injured was caused by a
defective rail.

Acting under instructions, Chief In-
spector Belknap and Dr. Howard will
take possession of the rail or rails which
caused the derailment for analysis.

Investigation by the commission of
several wrecks in the past year or more
developed the fact that many of them
were caused by defective rails and the com-
mission has been particularly interested in
the cause of the matter.

The wreck near Manchester, N. Y., on August
25, 1911, on the Lehigh Valley Railroad,
which took nine lives and killed and
sixty-two injured was due to a broken
rail.

The rail was brought to this city and
tested in the bureau of standards by Dr.
Howard. The defect was discovered in
Dr. Howard as "transverse fissure." In
his report Dr. Howard stated that this
was a dangerous defect in that it de-
veloped in rails after they were laid and
that the rolling of the head of the rail
by heavy wheel pressures induced in-
ternal strain in the steel. This strain
developed through the transverse fis-
sures on the head of the rail, where the
flow of the steel takes place in a lateral
direction.

In connection with this wreck Chief
Inspector Belknap reported to the com-
mission that the danger zone in the use
of steel rails as at present manufactured
has been found and that the transverse
fissures are the direct result of the high
wheel pressure acting on hard steel he
recommended a comprehensive investiga-
tion with a view to furnishing a remedy
against future wrecks due to the cause.

If it develops that the wreck at Glen
Loch was due to the defect known as
"transverse fissure" in a rail it is be-
lieved that the defect will be taken up
for authority to prescribe a standard for
railroad rails.

G. B. FINLEY A VICTIM.

Prominent Coal Man and a Thirty-
second Degree Mason.

PITTSBURGH, Nov. 28.—G. B. Finley,
who was killed in the Glen Loch wreck,
was the vice-president and general man-
ager of the West Virginia-Pittsburgh
Coal Company, successors to the Lewis
Finley Coal Company. Mr. Finley had
been engaged in the coal business for
a quarter of a century. He was 46
years old.

He was born in Freeport, Pa., and
was graduated from Grove City Col-
lege. He married Miss Belle Taylor of
Freeport and had three children. He
was a member of the Duquesne Club
and a thirty-second degree Mason.

Mr. Finley left Pittsburgh last Monday
for New York on business and started
back to Pittsburgh Wednesday night. L.
D. Finley was reported in the list of
dead, and it was not known until this
afternoon that G. B. Finley was killed,
although it was known that he left New
York on the train which was wrecked.

PULMOTOR SAVES WOMAN.

Revives Mrs. Rickert, Overcome
While Cooking Dinner.

The pulmotor was used in time to save
the life of Mrs. Hattie Rickert of 517 West
Fifty-second street, who was overcome
by gas while cooking dinner yesterday.
Dr. Jermon of the Polytechnic Hospital,
who was summoned, called up the gas
company, which sent down the machine,
and in a few minutes the woman was
restored to consciousness. She was rest-
ing easy last night.

ARMY-NAVY FOOTBALL

Franklin Field, Philadelphia

Saturday, Nov. 30, 1912

SPECIAL TRAINS

Direct to Gates of Grounds.

Leave Pennsylvania Station, New York

10:25 A. M., 10:45 A. M., 10:55 A. M.

Parlor Cars and Dining Cars Only.

10:35 A. M., Dining Car and Vestibule Coaches

ONLY.

Leave Franklin Field 30 Minutes

after game.

Round trip Pullman Tickets sold for Special

Trains.

Dining Cars served table d'hôte meals at

\$1.00 each.

Extra Accommodations on Regular Trains.

Pullman reservations and full information

at the Pennsylvania Station, New York.

D. P. A., 263 Fifth Avenue, New York City.

Telephone Madison 1900.

U. S. ADMITS NO POWER BUT A CLUB OVER PRESS

Solicitor-General Condemns
'Hasty and Unconsidered Way'
Laws Are Passed.

DEFENDS P. O. BILL RIDER

Newspapers That Rebel Are
Barred, Not From Mails but
From Cheap Rates.

WASHINGTON, Nov. 28.—Contending
Congress has not abridged the freedom
of the press by the legislation contained
in the last post office appropriation bill,
which requires newspapers to make state-
ments of circulation, ownership and paid
advertising and to meet other require-
ments before being admitted to the mails
as second class matter, the Solicitor-
General has filed a brief in the United
States Supreme Court in opposition to
the arguments set out heretofore in briefs
filed on behalf of the *Journal of Commerce*
and other publishers who are attacking
the constitutionality of the law.

The test cases will be heard in December.

The Government contends that the
statute does not intend to affirmatively
forbid newspapers from practicing any of
the things which are set out as grounds
for forfeiting the second class privilege,
but simply lays down certain conditions on
which the privilege of enjoying the
cheaper postage rate may be had. The
Solicitor-General insists that it is entirely
within the power of Congress to require
a publication to conform to certain
regulations as the price of so valuable
a privilege as cheap postage.

The Solicitor-General admits that "the
statute is loosely drawn and might have
readily expressed this idea in a more ap-
propriate form." He admits that the legis-
lation as it passed the House was "in apt
form" but that when the Senate came to
rewrite it the draftsman was not fortun-
ate in his choice of language.

"Clearly the Senate committee, while
changing somewhat the form of the bill,
did not intend thereby to impair its con-
stitutionality," says the Solicitor-General.
"Nothing is better known than that many
very many statutes are drawn
in a hasty and unconsidered way, and
evidences of haste, lack of knowledge of
constitutional principles, ignorance of
many of the facts to which the statute
will apply or of the consequences which
will flow from its operation in quarters
its makers never knew existed."

After this sweeping condemnation of
the manner in which laws are made in
Congress the Solicitor-General continued:

"And so long as our laws are passed
in the hasty and unconsidered way that
they are just now being passed, it is not
difficult to see how one of the most
difficult tasks of our courts is to construe
them and thereby to give some effect to
them without transgressing constitutional
restrictions and yet accomplish as near
as may be that which their authors in-
tended."

The Government lays much stress on
the fact that the legislation proposed is
a general law and not one that prescribes
a general rule for the mails. It
prescribes conditions on which publica-
tions may enjoy favored privileges of cheap
postage, and while the law carries a pen-
alty which does not apply to news-
papers which fail to do certain things,
except such failure is in connection with
an enjoyment of the second class privilege.

The Solicitor-General admits that "very
probably Congress has no power to regu-
late the press or to say what shall or shall
not go into newspapers or to require
them to print the names of their owners,
holders or circulation, or to prescribe
how they shall label their articles."

He admits that if the statute be construed
as a legislative attempt to exercise such
power, especially so far as the adver-
tisement paragraph goes, it may possibly
be void.

MRS. VANDERBILT DINES BOYS.

300 Newport Newsboys and Messen-
gers Have Annual Celebration.

NEWPORT, R. I., Nov. 28.—For the fif-
teenth time to-day the news and mes-
senger boys of the city, together with a
number of other poor lads, enjoyed a
Thanksgiving dinner as guests of Mrs.
Frederick W. Vanderbilt. Mrs. Vander-
bilt began to give these dinners when
she was a regular summer resident, and
while she no longer spends her sum-
mers here she has kept up the custom,
giving the Thanksgiving entertain-
ment for the boys given by the When-
So-Ever Circle of Kings Daughters.

To-day there were more than 300
boys at the feast, which was in direct
charge of Mrs. T. Fred Kaull. An
orchestra played during the dinner and
the Rev. Joseph Cooper of the First
Methodist Church addressed the boys.

CRUSHED BY AN ELEVATOR.

Porter in Butler Warehouse Was
Hunting Wines for Thanksgiving.

While loading Thanksgiving wines and
liquors on an elevator for late delivery
yesterday Patrick Killen, a porter, of
709 Greenwich street was crushed to
death.

Patrick Clancy of 410 West Fifty-third
street was running the car on the third
floor of the James Butler warehouse at
390 Washington street when Killen ap-
peared with a barrel of wine. He stepped
on his head and was caught. Coroner Hel-
lenstein had the body sent to the Morgue.
No arrest was made.

SWAMP VICTIM IDENTIFIED.

Man Found in Van Cortlandt Park
Was Bronx Plumber.

The man found in the swamp at the
northeast corner of Van Cortlandt Park
Wednesday night and who died later in
the Fordham Hospital was identified yester-
day as Max Donner, a plumber of 2329
Westchester avenue, The Bronx. The iden-
tification was made by his mother, Mrs.
Emma Donner, with whom he lived.

Donner was 38 years old and was mar-
ried, but was not living with his wife.
His mother told the police that he had
been drinking recently.

WAIST MAKERS TALK STRIKE.

Beginning of Busy Season Starts
Discussion Anew.

The Ladies Waist and Dress Makers
Union, which had a spectacular strike in
which a number of wealthy women
took an interest about two years ago,
has called several mass meetings for
Monday evening to discuss calling a
general strike.

This is the beginning of the season
when shirtwaists and dresses for the
spring and summer trade are ordered,
and there are about 30,000 workers in
this industry in the city, 96 per cent. of
them women.

BOYS HAVE PARTY IN HOSPITAL.

Burned Youngsters and Fathers
Hold Wheel Chair Dinner.

Three boys who had been burned
while playing about bonfires and the
three fathers who had submitted to skin
grafting operations to save their sons
had an unusual Thanksgiving dinner
in a private room at the Lebanon Hos-
pital yesterday.

Thomas Kyle, Jr., 5 years old, of 836
Dawson street, The Bronx, was burned
on the left leg and the abdomen a
month ago, and his father gave him
twenty-four square inches of skin. Two
weeks before that John Schoier, Jr., 5
years old, of 862 Hewitt place, The Bronx,
had a similar accident and his father
went to his assistance with a
similar area of skin. August Festen-
burger, 7 years old, of 1570 Washington
avenue, The Bronx, was burned at
about the same time as the Kyle boy,
and eighteen square inches of skin were
taken from his father, Adolph Festen-
burger. The three operations were per-
formed a week ago, and the three
fathers left the hospital together.

The boys, still too weak to be taken
home, felt the privation of being in the
hospital on the holiday, so the fathers
arranged for a Thanksgiving feast. Each
brought turkey and the other things a boy's
appetite demands on Thanksgiving, and
the little patients sat in wheel chairs
and had dinner with their fathers.

SHOOT HERSELF WHILE AT TABLE WITH HUSBAND

Mrs. Pollock, Depressed by
Deaths of Brother and Babies,
Probably Will Die.

MASSAQUITA, L. I., Nov. 28.—Mrs.
Frederick J. Pollock, wife of a manager
in Saks & Company's store in New York,
shot herself this morning while sitting
with her husband at the breakfast table
in their summer home on Ocean avenue
in this town. The bullet entered her
temple and passed through the front of
her head. She is still at her home, un-
conscious.

Mrs. Pollock was formerly Miss Laura
Rice of Oxford, Pa. Her brother, an editor
of *Iron Age*, died several months
ago and soon afterward Mrs. Pollock's
twin babies died. She had been broken
in health ever since. In a statement to
Coroner Norton, made just after the
shooting, she said that she had tried to
kill herself while despondent.

Pollock was reading a newspaper at
the breakfast table when his wife, with-
out a word, drew from her dress a re-
volver she had brought from her room
and shot herself. Mr. Pollock had no
time to save her. Mrs. Pollock refused
to go to a hospital when she was told
that probably she had only a few hours
to live.

The Pollocks were married ten years
ago. Mrs. Pollock is about 38 years old.
She and her husband expected to move
back to New York from their summer
home on December 1 and had been
packing furniture and silverware.

RELICS WORN AT OLD CHURCH.

Calvary Choir Gowns, Some a Hun-
dred and Fifty Years Old.

It was like old times, very old times
indeed, to be at Calvary Methodist
Church last night. The spirit of the
gathering went back so far into times
gone by that only the great-grandfathers
of those there could have told first-
hand any of the stories attached to
those old relics that were shown.

The gowns were just going worn
some of them, 100 and even 150 years
old, and they played just a part in the
Sunday school entertainment for the
Calvary Church gave for its Thank-
sgiving night party.

The dress that attracted most atten-
tion was that worn by Miss Carrie Pink.
It was the dress her great-grandfather
wore when he died. The dress was
distinguished because of its Colonial
character and fineness.

The gowns were worn by a score or
more of young women who made up the
choir for the entertainment. They sat
on the large pulpit and in glancing at
them one could notice about every
change that took place in fashions from
the Colonial days right down to the
50s. In fact the youngest dress there
was a bulky hoop skirt effect that did
not behave half as bad as it might.

The entertainment was called a Col-
onial affair. The songs that the choir
sang were in keeping with the costumes,
and in many cases were just as
old as the gowns themselves.

ONE SHOT, ONE CUT IN HARLEM.

More Rowdiness Than for Years in
Uptown Streets.

More Thanksgiving ragmuffins than
Harlem has seen in several years pa-
raded 125th street last night. Also a
man who had been celebrating was
shot and another was stabbed.

The man who was shot is Max Bell
of 115 East 111th street. Four men
pounced on him in the street near his
home and one of them shot him in the
right forearm.

The stabbed man is Thomas Bell of
158 East 102d street. He is not related
to the other man. It is said, though his
name is similar. He got into a quarrel
on East 107th street and was found by
a policeman lying on the sidewalk with
three knife wounds in his back.

STEWART'S HOME RAIDED.

Quick Action Follows Testimony in
Trial of Battleship Officer.

TRENTON, Nov. 28.—When United States
Judge Bellst issued an order to-day to
have George P. Davis, steward of the
battleship Louisiana, show cause on De-
cember 5 next why \$4,800 found by Gov-
ernment officers at his home in Jersey
City should not be turned over to the
Government it became known for the
first time that the home of Davis was
raided last night and the \$4,800 taken.
This money is now in the possession of
Deputy United States Marshal George
D. Bower of this city.

Deputy Marshal Bower said to-night
that he and Field Deputy United States
Marshal Louis Beckman of Jersey City
made a hurried visit to the Davis home
last evening and confiscated the money.
The raid was made following informa-
tion from a witness in the Davis court-
martial at Norfolk, Va., yesterday. This
witness said he had reason to believe
that Davis had the money at his home.

Bower and Beckman were allowed to
enter the house when they stated their
mission and they made a thorough search
of the place, getting the cash before word
could be sent from Norfolk to have it
removed.

SAW UNION OFFICIAL NEAR EXPLOSION SCENE

Ohio Merchant Identifies Dyna-
mitic Defendant in Erie
Outrage.

SUPPORT FOR McMANIGAL

His Former Employer Confirms
Story of Absence Coinciding
With "Jobs."

INDIANAPOLIS, Nov. 28.—Edward Kohl,
a general merchant of North Mandel,
Ohio, a suburb of Cleveland, to-day gave
the jury in the dynamiting cases a de-
tailed account of the destruction of the
bridge that spanned the Erie Railroad
at that place and pointed out George
Anderson, business agent of the Cleve-
land local, as the man whom he met
coming